

HARLEY RAFFLE

ADVENTURE 390

SANDCAST HONDA

CYCLE CANADA

CANADA'S LEADING MOTORCYCLE MAGAZINE

H-D LOW RIDER S
REVISING A CLASSIC



RED ROCKET!

Triumph improves
the Big One for 2020



Éditions
Jean Robert
WWW.CYCLECANADAWEB.COM

HISTORICALLY SPEAKING:
BMW GS AND KAWASAKI KLR DOWN THE YEARS
+ TOUR DE MAX WEBSTER

HARLEY — DAVIDSON

That's the sound
of *raging tranquility.*



EXPERIENCE THE REIMAGINED LOW RIDER® S

The Low Rider® S motorcycle returns with aggressive performance and classic styling that make it easy to become one with the road. See the iconic look at a Harley-Davidson® dealership near you.

LEARN MORE AT [H-D.COM/SOFTAIL](https://www.harley-davidson.com/softail)

© 2019 H-D or its affiliates. Harley-Davidson, Harley, H-D and the bar and shield logo are among the trademarks of H-D U.S.A., LLC. Third-party trademarks are the property of their respective owners.



WHERE
MOTORCYCLES
LOVE YOU BACK...

YOUR SHOW.
YOUR WAY.

The Motorcycle
SHOWS

Jan 10-12, Calgary, BMO Centre, Stampede Park
Jan 17-19, Edmonton, Edmonton EXPO Centre
Jan 24-26, Vancouver, Tradex, Abbotsford

Feb 7-9, Québec City, Centre de foires d'Exposité
Feb 21-23, Toronto, Enercare Centre, Exhibition Place
Feb 28-Mar 1, Montréal, Palais des congrès de Montréal

Presented by:
 Dalton Timmis
INSURANCE
AN ONFP COMPANY

BUY YOUR TICKETS ON LINE AT
WWW.MOTORCYCLESHOWS.CA



FEATURES

20 **PRESS LAUNCH** TRIUMPH ROCKET 3 GT & R

It's got the biggest motorcycle engine and comes in two versions: sporty, or comfortable. How do you decide? Jean Paré explores the Spanish island of Tenerife on board a pair of Rockets.

34 **HISTORY LESSONS: BMW** BMW GS TURNS 40

With half a million of them sold in four decades, BMW's iconic GS is one of the most successful models ever made.

46 **SANDCAST GLORY** A TRIBUTE TO HONDA

Andrew Dixon bought his first Honda in 1979. Thirty years later, he's not ready to give it up.

34



50



56



50 HISTORY LESSONS: KAWASAKI END OF THE LINE FOR THE KLR

A world traveller reaches the final station, 31 years after setting out to conquer the distance.

56 PRESS LAUNCH HARLEY-DAVIDSON LOW RIDER S

If practice makes perfect, the Milwaukee marque is on the right track with a revised Low Rider, better than ever.

REGULARS

- 8 THE OUTSIDER
- 10 READERS WRITE
- 12 SPECULATOR
- 66 READERS PHOTOS
- 68 FIRST PERSON



B
BOHN
BODY ARMOR™

ARMoured SHIRTS, PANTS
& SHORTS for MEN & WOMEN
90-Day Trial • 100% Satisfaction

888-922-9269

BohnArmor.com/cyclecanada



“ With Edelweiss you will explore the most fascinating routes, relax in charming hotels, ride up-to-date motorcycles and enjoy the guidance of experienced Edelweiss tour guides. ”

www.edelweissbike.com

CYCLE CANADA

CycleCanadaWeb.com

Customer Service:

For any inquiries regarding your subscription, please contact: info@editionsjeanrobert.com
1 855 965-9494 ext. 200

President & Publisher: Montreal Office

Jean Paré — jpare@editionsjeanrobert.com

Editor: Jean Paré —

jpare@editionsjeanrobert.com

Contributing Editor: Steve Thornton —

stevet@editionsjeanrobert.com

Copy Editor: Steve Thornton —

stevet@editionsjeanrobert.com

Graphic Designer: Marie-Claude Dubé

Contributors: Steve Thornton, Jean Paré, Paul Penzo

Sales Representative: Barrie Office

(705) 728-7110 — Paul Stewart
pauls@editionsjeanrobert.com

Sales Coordinator: Montreal Office

Alexandra Bourgault —
abourgault@editionsjeanrobert.com

Subscription Price: \$8.00 for one year (8 issues) taxes included.

Advertising: Rate cards are available from our offices. Other references are published in Canadian Advertising Rates & Data.

Exclusive Rights: Editorial content from Cycle Canada may not be reproduced partly or entirely without permission from the publisher.

Funded by the Government of Canada

Canada

Legal deposit — Bibliothèque du Québec

Legal deposit — Library of Canada

ISSN 0319-2822

A publication of:

Éditions
Jean Robert

300, rue George-VI, Terrebonne, Québec, Canada,
J6Y 1N9

THE FLAT TRACKER

FOR THE

STREET

IS HERE.



Indian
MOTORCYCLE

Born from the championship-winning FTR750 flat track race bike, the all-new FTR[®] 1200 is here. From its race-inspired design, to its thrilling V-Twin engine and agile handling, it's the motorcycle you've been waiting for America to build.

SET THE STANDARD[™]

©2019 Indian Motorcycle International, LLC. Always wear your helmet. Never drink and ride.

Just about every aspect of motorcycle design and construction has been vastly improved over the past couple of decades: headlights, brakes, power character, suspension, and much more. Still, some things remain similar to older designs. Handlebars, for instance. There have been minor improvements, some tapering or reshaping, but they're still basically a pair of handles coupled to a motorcycle's steering stem. That's probably a good thing; if handlebars were to evolve in a significant way, they might leave us humans behind, with hands and arms that have not evolved over the past 20 years, scratching our asses with our old-fashioned hands.

Speaking of, another component that hasn't changed much: the seat. It's still, in most cases, a torturous slab of plywood after three hours on the road. Though some are not bad. A few years ago, Neil Graham had me dress in pyjamas and slippers for a comparison between a Gold Wing's seat and a La-Z-Boy recliner's perch. I remember walking into a Tim Hortons for a cup of coffee, dressed in pyjamas, an old house coat, and a pair of slippers. Nobody gave me a second look. They're a pretty sophisticated bunch at Timmy's. Anyway, I think the Gold Wing won out, but the Gold Wing is an exceptional bike—and an exception to the seat rule.


Much has been made of AI in the past year or two. Artificial intelligence, which a girlfriend used to say was what I had (or maybe it was "pretend" intelligence; I don't remember), brings heaps of possibilities to life in the 21st. Cars that operate without human intervention, computers that can teach other computers to be smarter than humans, that sort of thing; it's all so wonderful, when it isn't scary as hell. Could it be used to improve motorcycle seats?



I have a Bic pen on my desk somewhere. It's round, it writes when pressed against paper and moved, it's cheap, and it's reliable. I also have a Cross pen that cost about 100 times as much. It also writes, only bigger words, of course, than the Bic. But when you hold one end of it and twist the other, a wire frame inside a rubbery part of the pen changes its shape; where your fingers would grip the pen, it goes from round to triangular. It's pointless, but it works.

Now suppose you put that wire frame into a motorcycle seat. Twist something, and it becomes wider, for riders with long legs. Twist the other way, and it becomes narrow, giving riders like me a chance to put our feet on the road.

Given the number of women taking up motorcycling on the front seat as opposed to the rear, it seems to me that we're going to see more motorcycles without passenger seats, since it's usually females, not males, occupying that back seat. The traditional motorcycle seat may become less common as single-seat bikes become more popular. But what to do with a bike that you might want to sell to a five-foot-three woman and to a six-foot-three man? You put artificial intelligence to work, in the seat. It senses when the rider can put feet (both) on the ground, and when she, or he, can't, and it changes shape, height, and, for that long tour, even density. Call me a wise-ass if you will, but I think making smart seats could be a real improvement for motorcycling.

Artificial intelligence, of course, will first be used to improve a motorcycle's response to rider inputs. It's not quite at work now, though cornering ABS and traction control can do a lot to keep a motorcycle stable and under control in spite of the rider. Using AI to improve simple comfort might be a stretch, and it almost certainly will not be the first use of mechanical intelligence. But, for my money, it would be one of the best uses. Certainly better than making motorcycles drive themselves. A two-wheeled drone, if you will. And what's more useless than a riderless motorcycle? A rider without a motorcycle, I guess. 

WE COULDN'T AGREE MORE

Steve Thornton is great. But what happened to Mike Uhlarik?

— Rick Davis

OR COULD WE?

I am very happy to see that Michael Uhlarik is once again with CC, and I very much enjoy David Booth's writing, and Thornton's columns and work as well.

Keep up the good work.

— Gregory Katchin

Cambridge, Ontario

Thornton responds: *This letter was written a while ago, before Michael Uhlarik and David Booth left for greener pastures, or at least for pastures with some green. They are missed for many reasons, not least among them the delightful letters whining about Booth's tendency to show off his humungous vocabulary. On a personal note, they were both great people to work with, and I wish them well.*

Having stood on the starting line of both the Springfield Mile Flat Track and the Daytona 200 motorcycle races, I have to say that the revving of motorcycle engines can be an exhilarating experience.

However I'm less enthusiastic about the neighborhood H-D rider that wants to demonstrate the sounds of his straight pipes outside my bedroom window at 6:40 a.m. Mondays to Fridays. If I had the money I'd gladly buy him a Harley Livewire but then again he would probably refuse my offer. Steve Thornton makes mention of it and as a leaf blower owner I don't rev my engine to impress and I suspect Honda Gromm owners with an aftermarket exhaust don't either. While some people who make noise do their best to be obnoxious, others simply can't avoid it during their daily lives.

P.S.: Noticed that the latest issue of Cycle Canada is no longer monthly but Vol 49 No 7 and no Readers Write. Is this what digital CC has become ?

— Steven Clift

Whitby, Ontario

OLD TIME ROCK & ROLL

Your review of the new Suzuki Katana (Vol 49, Issue No 7) makes repeated references to the 1981 Katana (the GS1100sz) without explaining what was so great about the original and why the new one doesn't measure up. For example, you say:

"Today's Katana has lower footpegs, a shorter fuel tank (and a shorter reach to the handlebar, which itself is higher), and a tapered seat that's 825 mm from the ground, making getting your boot soles onto the pavement easier [FH: Easier? that's 32.5 inches! The original was 30.5 inches]. Those elements make the 2019 Katana a much nicer motorcycle to sit on than the original. [If you're 6'6" tall!]"

As an owner of one of those Hans Muth originals, I can tell you the long tank and dropped handlebars were designed to get the rider into the bubble behind the mini windscreen. The result was that you could sit comfortably up to 115 mph and then drop down, just a little, and the speed would jump up to 130 mph practically instantly. The view through the plastic was exactly how I imagined piloting a Bf109.

I spent many happy hours on Highway 400 and 401 that year, much of it over 100 mph and some over 140 mph. It was also great in the rain at any speed. I very much doubt I could do the same on the 2020 version given that, as you can see in the photograph, the rider is sitting way up in the wind stream.

The name may be the same, and the logo may be the same, but the bike is nothing compared to the original.

— Frank Hilliard

Penticton, British Columbia

Hello, this is just a comment regarding your last newsletter.

Not a peep about the new Honda motorcycles? Especially the new 2021 CBR1000RR-R?

I understand the other brands need special mentions 'cause they don't sell as good as the Hondas anyway.

Good thinking guys.

— Gerard Couture

Send your letters by email to cyclecanada@editionsjeanrobert.com. Include your address. Name and address will be withheld upon request.

BOYS AND THEIR TOYS

Custom H-D for auction at Heroes Hockey Challenge

By Steve Thornton

Canada's annual "Heroes Hockey Challenge" will feature an auction for a 2014 Harley-Davidson Dyna Street Bob customized by Konquer Motorcycles of Kelowna, British Columbia, in a military theme, complete with ammunition-case saddlebags.

The Challenge is into its 10th year as a charitable event that raises money for the Princess Patricia's Canadian Light Infantry Foundation and will mark that accomplishment with a cocktail gala at the Hockey Hall of Fame in Toronto on March 6, at which the bike will be awarded to the winning bidder, and a game on Mar. 8 between former Toronto Maple Leafs hockey players and the Canadian Armed Forces Warriors, a team of hockey players who are current service members, at the former Maple Leaf Gardens in Toronto, now known as the Mattamy Athletic Centre.






The hockey challenge raises funds for active and retired service members and their families, and to fight against homelessness and suicide among Canadian military veterans. The gala event will include serving and former CAF members, NHL stars, celebrities and civic leaders, and will feature some terrific cocktails, since the getting-in price is \$250. The game, however, will only cost you 13 bucks, and should be a good match, not exactly old men with sticks against young men with guns, but lively and entertaining nevertheless, and for a very worthy cause.

Prior to these Toronto events, the Konquer Motorcycles–customized Harley will be shown by Parts Canada partner Drag Specialties at MMIC motorcycle shows in Calgary, Jan. 10–12, Edmonton, Jan. 17–19, Vancouver, Jan. 24–26, and Montreal, Feb. 28–Mar. 1. The bike was seen in Toronto at the Motorcycle Supershow early in January. (The MMIC's Toronto show will be held Feb. 21–23, but an appearance of the bike there is not mentioned in press releases.) On-line bidding starts at \$15,000 and closes on Mar. 5 at noon, and a live auction will be held the next day at the Hockey Hall of Fame party.



The Heroes Hockey Challenge has been held in cities across Canada with the participation of CAF members and former players of those cities' NHL teams. The Challenge's motto is "raising awareness, funds, and support for the Soldier, the Wounded, the Fallen and their Families." Tickets for the gala are available through ticketscene.ca under "Heroes Hockey Challenge," and game tickets are available at www.mattamyathleticcentre.ca, for \$10 plus \$3 in fees.

If you've got \$15,000 to spare (that's the starting bid) and want the bike, go to www.forthesoldier.com and place a bid. The minimum to take possession of the bike with an on-line bid or an in-person bid at the Mar. 6 gala is \$30,000. (You can also use the website to donate money to the PPCLI Foundation if you don't want, or can't afford, the motorcycle.) Konquer Motorcycles claims the bike is worth \$45,000 and lists the mods on its website: a Vance and Hines exhaust, S&S air cleaner, LA Choppers riser handlebar, Legend Revo rear shocks, an RWD FXRT fairing, and much more. The paint and bodywork was done by Konquer Custom Colour with military graphics by Rick Evans, a custom seat by Dan's Place, powder coating by Protek, and dyno tuning by Konquer Performance. Shipping and handling of the bike afterward will cost the winning bidder. 



Island BMW
Victoria, BC
Tel: (250) 474-2088

High Road Vancouver
Vancouver, BC
Tel: (604) 731-5505

High Road Langley
Langley, BC
Tel: (778) 366-1999

Bentley Motorrad
Kelowna, BC
Tel: (778) 755-5540

Argyll Motorrad
Edmonton, AB
Tel: (780) 435-6811

Blackfoot Motorrad
Calgary, AB
Tel: (403) 243-2636

European Motorrad
Saskatoon, SK
Tel: (306) 934-3717

Wildwood Motorsports
Winnipeg, MB
Tel: (204) 477-1701

BMW Motorrad Barrie
Barrie, ON
Tel: (705) 881-1420

Budds' Motorrad
Oakville, ON
Tel: (905) 845-3577

BMW Toronto
Toronto, ON
Tel: (416) 623-4269

Maranello Motorrad
Toronto, ON
Tel: (416) 238-7898

Endras Motorrad
Ajax, ON
Tel: (905) 619-5522

Wolf BMW
London, ON
Tel: (519) 951-9482

Ottawa Motorrad
Ottawa, ON
Tel: (613) 731-9071

Gabriel BMW Moto
Montréal, QC
Tel: (514) 712-7777

Moto Vanier
Québec, QC
Tel: (418) 527-6907

Estrie BMW
Sherbrooke, QC
Tel: (819) 821-3595

Carrier BMW
Drummondville, QC
Tel: (819) 395-2464

Nadon BMW
St-Eustache, QC
Tel: (450) 473-2381

Rallye Motoplex
Dieppe, NB
Tel: (506) 383-1022

Avalon Motorrad
St John's, NL
Tel: (709) 726-6500





BMW Motorrad



***WE'VE NEVER PUT
MORE SOUL INTO A BIKE.***

Register at bmw-motorrad.ca/en/experience/r18.html to get the latest news.

MAKE LIFE A RIDE.

Auction raises \$60,000

Money for Carlin Dunne Foundation


By Steve Thornton

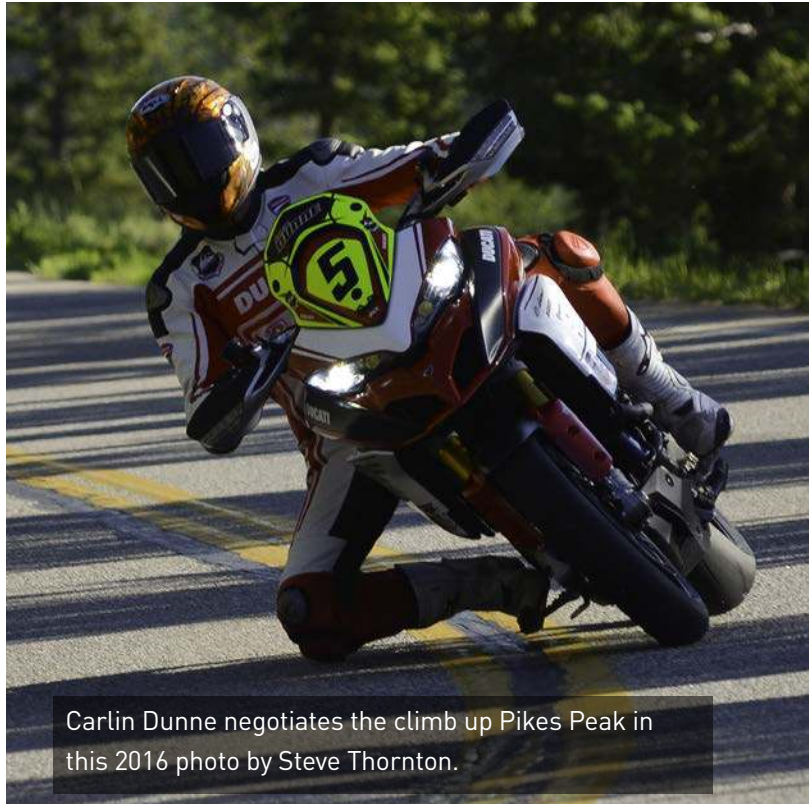
Donated items from motorcycle racing's catalog of legends helped raise more than US \$60,000 for the Carlin Dunne Foundation last month in New York. Wayne Rainey, Kenny Roberts, Eddie Lawson, and other former road-racing greats contributed signed items for a silent auction held in honour of the four-time winner of the Pikes Peak International Hill Climb in Colorado.

Dunne, who was 36 years old, was killed when his 2019 Ducati Streetfighter became upset while approaching the Pikes Peak finish line at 14,000 feet of altitude last summer. Race officials said Dunne highsided at the last turn before the finish line.

The Pikes Peak run is 12.42 miles long on a paved public road that climbs just over 4700 feet from a starting line at 9390 feet. Dunne was a four-time champion.

The auction featured a Panigale V4 916, and other items were donated by Bell Helmets, Alpinestars, Cardo Systems, and other brands.

The Carlin Dunne Foundation was established to commemorate Dunne and to help athletes suffering from, or at risk from, brain injuries, and to provide help for young racers in establishing themselves. 



Carlin Dunne negotiates the climb up Pikes Peak in this 2016 photo by Steve Thornton.

THE NEW 2019

VERSYS 1000  **LT**

REVOLUTIONIZE YOUR RIDE

Escape the day-to-day. Grip the throttle of exceptional. Kawasaki's most versatile sport-tourer is now refined with its most advanced technology package yet, connecting rider and bike like never before.



Smartphone Connectivity
via RIDELOGY THE APP



TFT Full Color Instrumentation
with imbedded Bluetooth



LED Cornering Lights
for enhanced night vision



Dual-direction Kawasaki Quick Shifter
for clutchless upshifts and downshifts



Kawasaki Electronic Control Suspension
with payload and advanced riding modes



Highly Durable Paint
self heals under ambient heat

©2019 Canadian Kawasaki Motors Inc. Always ride responsibly. Always ride within the limits of your skills, your experience and your machine. Wear an approved helmet and protective clothing.

Kawasaki

New KTM models at shows

390 Adventure revealed across country


By Steve Thornton



KTM Canada is showing off its 390 Adventure at motorcycle shows across the country. The 2020 model is a new one for KTM and features a single cylinder engine that weighs a claimed 79 lb (36 kg). The Canadian model is priced at \$6,149. All-up weight without gas in the 10 litre tank is 324 lb (147 kg).

That engine is controlled by a ride-by-wire system with EFI and is liquid cooled, uses double overhead cams, and has a bore-and-stroke of 89 by 60 mm. A six-speed transmission with vertically stacked shafts sends power to the 17-inch rear wheel, which is shod in Metzeler Sportec M5 rubber. Other features of the new 390 Adventure include a slipper clutch, WP suspension with 43 mm fork and mono rear, Brembo front brake, ABS that can be turned off, adjustable levers, and an aluminum and steel exhaust muffler. KTM says the engine is “extremely powerful” and the light trellis frame promises “easy handling and precise cornering,” which are useful attributes for motorcycles.

But even if the new 390 doesn't make you an instantly awesome rider, you can experience the joy of showing it off in "new colours and graphics for 2020." KTM also claims that you'll "show the rear lights to even some larger Supersport bikes every now and then," though we suggest you exercise caution while doing that.

KTM will also show the 2020 1290 Super Duke R, the Duke 790, and the new 450 SX-F Factory Edition and 500 EXC-F 6Days models as well as the electrically motivated SX-E5 and a bunch of wicked WP suspension bits at shows across the country. Check the MMIC website for a show near you, unless you live in the Prairies, in which case you're not reading this anyway. 



Subscribe to Cycle Canada online!

[CLICK HERE TO SUBSCRIBE](#)

We are
on social
media!



PRESS LAUNCH

2020 TRIUMPH ROCKET 3 GT/R



POWERED UP

RIDING THE BIG ONE ON TENERIFE

By Jean Paré

Photos: Triumph Canada

Tenerife, Spain. People who know me also know that I have a crush for big custom motorcycles. So, despite the excessively long travel time, I did not think twice when I was invited to try out the new Triumph Rocket 3 in Tenerife. Launched in 2004, the Rocket 3 is the production motorcycle with the biggest engine on the market: 2,458 cc. The 2020 model has been completely redesigned and it is offered in two packages: the sporty and mean-looking R, and the comfortable and equally powerful GT.

LOVE AT FIRST SIGHT

I had seen the new Rocket on paper, in the press kits, so I had high expectations and was eager to see it in person. I was not deceived. This is a big imposing machine, with a great finish and a strong muscle-bike look. It has everything you need to get attention. We've been parading all day on the island and the tourists were captivated every time we would pass by. Tenerife is the largest island of the Canaries, and the volcano Teide is the highest peak in Spain. Planted in the middle of the island, it culminates at 3,718 metres. So a lot of curves and uphill roads to come; that will be ideal to test the nimbleness and manoeuvrability of this 291 kg machine.

I was assigned the GT to begin with, probably because of my white hair and beard . . . let's give Grandpa something more comfortable!

PRESS LAUNCH

2020 TRIUMPH ROCKET 3 GT/R



The GT has a small windshield, a sissy bar, heated grips, and touring-style handlebars. The footpegs are located closer to the front (and are horizontally adjustable) to create a custom-like riding position. Other than that, it is identical to the R.

LET'S HIT THE ROAD

Since I am riding the GT, I might as well begin with the Road mode; it will allow me to fully appreciate the smoothness of the big powertrain. There are three other modes available: Sport, Rain, and Rider-Configurable. With the key fob in my pocket, I press the starter button and the three-cylinder engine comes alive with a great, powerful and deep rumble. I am eager to hear it at higher revs so I twist the throttle and that puts a smile on my face right away — a smile that I'll keep all day long! I like the ride-by-wire throttle.

Rocket 3 GT, left, and R, right.





A few kilometres is all I need to see that this rocket is agile. Even at low speeds, I do not feel its weight. It must be said, though, that it is 40 kg lighter than the previous model, thanks in good part to the aluminum used for the brand new frame, single-sided swingarm and wheels. When we get to the highway, I twist the throttle to catch up with the guide. The acceleration is surprising; even in Road mode, I quickly reach illegal speeds. I can't wait to try the Sport mode, and check how easily it can be selected. In the meantime, I concentrate on evaluating other aspects: the riding position and the comfort are fine, and the Rocket delivers a very smooth ride. I am not too enthusiastic about the small windshield, though.

We then leave the highway to get to the twisties; it's time to select the Sport mode. As soon as we negotiate the first curves, I see that the big machine is nimble and easy to steer from one side to another. I was somewhat apprehensive considering the size and the length of the Rocket 3, plus the fact that it is fitted with a big 240 mm rear tire. Well, my worries turned out to be unjustified: it behaves in a very sound manner. Even if you push it deep into a curve, it stays on track without any drama. The only problem is that the forward-mounted pegs of the GT easily touch the ground. In straight lines, I am having a lot of fun enjoying the raw power of the big triple, and I can confirm that it does push hard! Of course, with such a big and powerful machine, you also need a powerful braking system. And that's what you get: the Brembo Stylema front and rear calipers are linked and they deliver a faster and more precise braking power even into curves. The high-tech system even adjusts itself according to the way you ride. Of course, all the electronic riding aids are adjusted when you change riding modes. The Hill-hold control system is also welcome when taking off on a slope, considering the weight of the beast.

PRESS LAUNCH

2020 TRIUMPH ROCKET 3 GT/R



OK, my ride on the GT is over now because we stop for lunch. Next step: the higher mountain roads and the temperature drop aboard the Rocket 3 R. The afternoon is going to be sportier!

THE ROCKET 3 IN R TRIM

The Rocket 3 R fits right into the classic roadster tradition with a minimalist approach for a clean look, solid power and top-notch finish. The riding position is a lot sportier: the handlebars are flatter and moved forward, the seat is a little higher, and the footpegs are nicely placed, closer to the centre (they are adjustable vertically in two positions). The seat height allows people of all sizes to be at ease riding this motorcycle. The cockpit is very spacious, so that you never feel cramped.

I push the little button on the bar to select the Sport mode because I want to appreciate all the power and electronic functions of my two-wheeled rocket! The R delivers the same performance, has the same equipment (except for the heated grips) and offers the same stability as the GT. What makes it different is that it allows you to ride into the curves more aggressively because of its much sportier riding position and higher footpegs. You can really push it further and it will respond fine. And please allow me to say it — or write it

THE ESSENTIALS

AGV K1 SOLELUNA
2015 HELMET

SCORPION VORTEX
AIR JACKET

SCORPION DIVERGENT
GLOVES

SCORPION COVERT
PRO JEANS

GAERNE G. ASPHALT
BOOTS

SCORPION DREAM
BLACK HELMET

SCORPION VERANO
PINK JACKET

SCORPION COOLHAND
PINK GLOVES

SCOTT DENIM
BLUE JEANS

GAERNE VOYAGER II
BOOTS

MEN'S CLOTHING

Description	Brands	\$
K1 Soleluna 2015 Helmet	AGV	\$ 329,99
Vortex Air Jacket	Scorpion	\$ 259,99
Covert Pro Jeans	Scorpion	\$ 219,99
Divergent Gloves	Scorpion	\$ 72,99
G. Asphalt Boots	Gaerne	\$ 239,99

WOMEN'S CLOTHING

Description	Brands	\$
Dream Black Helmet	Scorpion	\$ 169,99
Verano Pink Jacket	Scorpion	\$ 199,99
Denim Blue Jeans	Scott	\$ 229,99
CoolHand Pink Gloves	Scorpion	\$ 59,99
Voyager II Boots	Gaerne	\$ 279,99

Distributed exclusively by :

THIBAUT IMPORTATIONS

Follow us on social media :



PRESS LAUNCH

2020 TRIUMPH ROCKET 3 GT/R

— again: you do not feel its weight at all. In our climb to the highest summit of Tenerife, we rode at a very fast pace into the twisties in varying weather (fog, cold, drizzle, a few drops of rain, sunshine) so I had the chance to ride the Rocket R in a wide array of conditions.

On both models, the suspension is by Showa. The rear monoshock is fully adjustable; the fork is adjustable for compression and rebound damping. Together, they perform very well in various road conditions. They provide a good comfort level for the pilot and excellent stability. The Avon Cobra Chrome tires provide good grip.

The Brembo braking system is powerful and efficient. I used it extensively in the afternoon on the R and it always responded very well!

I was a little worried when came time to make the photo shoots, because they always imply a lot of low-speed manoeuvres and this bike is big. But despite the numerous U-turns in tight spots, I had no problems at all with either model.









THRILL RIDE

It looks mean and aggressive, but beneath the Honda CB500F's streetfighter styling you'll find a bike that's eager to please and easy to like. And with more power, a new slipper clutch, improved ABS braking and a whole bunch of other upgrades for 2019, the CB500F can't wait to show you how much fun motorcycling can be.

**LARRY'S
SMALL ENGINES**
286270 COUNTY ROAD 10
MONO, ON
TEL.: 519 941-1517
WWW.LARRYSSMALLENGINES.CA

**READY HONDA
POWERSPORTS**
430 HENSALL CIRCLE
MISSISSAUGA, ON
TEL.: 905 896-1600
855 896-0430
WWW.READYHONDAPOWERSPORTS.COM


 @HondaMotoCA

 Honda Motorcycles Canada

GP BIKES
1100 CHAMPLAIN COURT
WHITEBY, ON
1 866 475-7111
WWW.GPBIKES.COM



Always wear a helmet, eye protection and protective clothing, and please respect the environment when riding. Obey the law and read your owner's manual thoroughly. Honda recommends taking a motorcycle rider training course. Honda encourages you to operate your vehicle at all times in a safe and responsible manner and in accordance with the law.



CYCLE CANADA

Digital Edition

1 year - \$8

www.cyclecanadaweb.com/digital

PRESS LAUNCH

2020 TRIUMPH ROCKET 3 GT/R

EQUIPMENT


The Rocket 3 is very well equipped. It's got all the latest electronic riding aids: four riding modes, traction control, cruise control, lean-angle sensitive linked brakes with ABS, TFT colour screen, standard heated grips on the GT (optional on the R), etc. You can also connect your smartphone and GoPro camera and control them with the Rocket's controls. The angle of the TFT screen is adjustable to get optimal visibility, a feature that's especially useful in direct sunlight.





IN CONCLUSION

With the Rocket 3, Triumph offers a one-of-a-kind motorcycle. I was not so enthusiastic about the previous model, but this one is very convincing, in terms of both looks and riding experience. If I had to choose, I would pick the R. The style and the type of piloting induced by the riding position are a little closer to my personal tastes, but the GT is fine too. Both machines look good, they feature the quality finish we expect in this category, the engine is powerful and torquey, the ride is pleasant, they are very well equipped, and their nimbleness and manoeuvrability are surprising. As for the price, it is very reasonable considering what you get. It is not very different from what you would pay for other similar models.

If you have the chance to ride a Rocket 3, go for it. It is a worthwhile experience even if it's not your type of machine to start with; you could be surprised! 

PRESS LAUNCH

2020 TRIUMPH ROCKET 3 GT/R



Ninja 650 ABS

The new 2020 Ninja 650 motorcycle comes packed with a sporty 649cc engine, next-level technology advancements and sharp styling updates.

Please see your local Kawasaki dealer for current financing options.



3.99% *Good Times*
FOR 60 MONTHS

READY KAWASAKI

430 HENSALL CIRCLE
MISSISSAUGA, ON
TEL.: 905 896-1600
1 855 896-0430
WWW.READYKAWASAKI.COM

CAMERON CYCLE LTD PETERBOROUGH, ONT

2232 DAVIS ROAD
GAVAN MONAGHAN, ON
TEL.: 705 876-1171
WWW.CAMERON-CYCLE.COM

Kawasaki

PAST PERFECT

Fifty years after the seminal CB750 with its inline-four-cylinder engine shocked the world, Honda engineers have created another gem of a four: the all-new CBR650R. You get smooth, strong, instant power, plus all the latest advanced CBR technology. Take a ride, and be part of a motorcycling legacy like no other.

Team Honda Powerhouse of Milton

170 Steeles Avenue East
Milton, ON
Tel: 1 844 563-5389
www.teamhonda.ca

Barrie Honda Powerhouse

74 Maplevue Drive West
Barrie, ON
Tel: 705 797-2006
powerhouse.barriehonda.com

Honda Motorcycles Canada @HondaMotoCA

Always wear a helmet, eye protection and protective clothing, and please respect the environment when riding. Obey the law and read your owner's manual thoroughly. Honda recommends taking a motorcycle rider training course. Honda encourages you to operate your vehicle at all times in a safe and responsible manner and in accordance with the law.



SPECIFICATIONS

ENGINE	Liquid-cooled DOHC inline triple
DISPLACEMENT	2,458 cc
HORSEPOWER	167 hp (claimed) @ 6,000 rpm
MAXIMUM TORQUE	221 Nm @ 4,000 rpm
FUEL DELIVERY	Electronic sequential multi-point injection
EXHAUST	Stainless, 3 into 1 with 3 Arrow exits
FINAL DRIVE	Shaft drive
CLUTCH	Hydraulically operated
TRANSMISSION	6-speed
FRAME	Full aluminum
SWINGARM	Single-sided, aluminum
REAR TYRE (IT'S ENGLISH)	240/50 R16 V
FRONT TYRE	150/80 R17 V
FRONT SUSPENSION	Showa upside-down fork, 47 mm, adjustable for compression and rebound damping
REAR SUSPENSION	Showa shock with piggyback reservoir, fully adjustable, remote hydraulic preload adjuster
FRONT BRAKE	Dual 320 mm discs, radial Brembo Stylema M4.30 monobloc calipers, cornering ABS
REAR BRAKE	300 mm disc, Brembo M4.32 monobloc caliper, cornering ABS
DISPLAY	TFT multifunctional instrument pack with digital speedometer, trip computer, digital tachometer, gear position indicator, fuel gauge, service indicator, ambient temperature, clock, rider modes
SEAT HEIGHT	773 mm
WEIGHT	291 kg
FUEL CAPACITY	18 litres
PRICE	\$25,900 / GT: \$26,700



MOTORCYCLE HISTORY



BMW GS SERIES HITS FOUR DECADES

And not slowing down

By Zabel Bourbeau

Photos: Zabel and BMW

All motorcyclists have heard about the celebrated BMW GS. This motorcycle is known for its ability to be ridden on paved or dirt roads, and for its comfort, manoeuvrability and load-carrying capacity. This road companion has a lot to offer and is ready to go everywhere. But where does the GS come from? What's its story? I had the chance to ride an R 1200 GS on many occasions while guiding groups in France, and I am happy to present here a summary of the path followed by the GS since 1980. Yes, the GS is celebrating its 40th anniversary in 2020! All through these years, it kept evolving and fulfilling motorcyclists' dreams.

The GS really is a landmark in the Adventure motorcycles segment, and it can be considered the first big-size trail bike. But this was not BMW's first try at off-road machines: the company already had a long history of all-terrain competition and wins dating back to the 1930s.

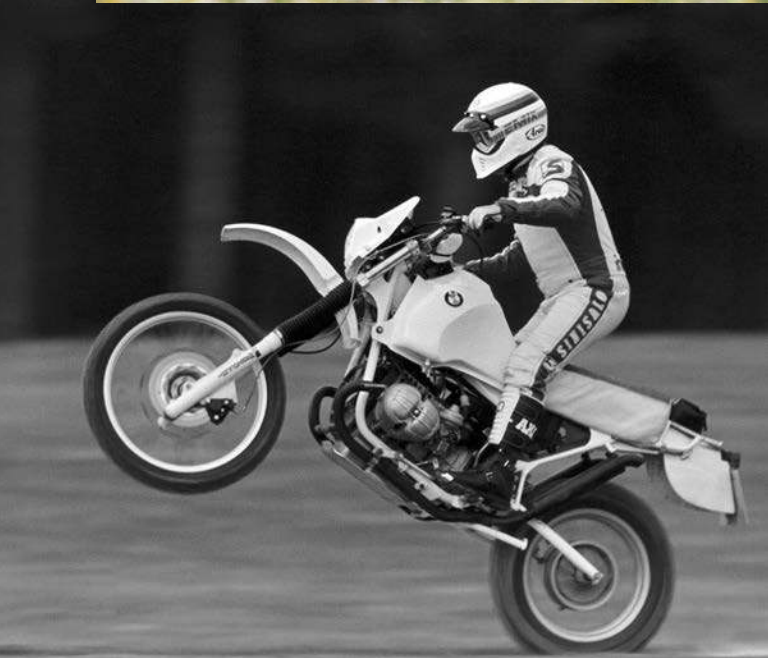
The story of the GS began in 1979 when BMW won the German off-road championship, with Richard Schalber riding an R 80. That created the initial spark to build the first GS. The following year, BMW offered a G/S version of the R 80 (the slash was dropped later; G/S stands for Gelände/Strasse which means All-terrain/Road). The original G/S was the result of a crossing between a BMW road model and the prototypes the company used for enduro competitions.

MOTORCYCLE HISTORY

When the Japanese manufacturers started making more and more powerful big single-cylinder four-stroke engines, BMW had a problem since it did not build any such engines. Still, the Bavarian company took the challenge and went to war with its own weapons: the flat twins. It also added something new and innovative, the Monolever rear suspension, with a single-sided swingarm. At the world launch in southern France near Avignon in September 1980, journalists were kind of skeptical, far from realizing that they were witnessing the birth of a new model that was to become a worldwide phenomenon. The R 80 G/S stayed in BMW's product list for seven years, and 21,864 of them were built.

The iconic R80 G/S was the first production motorcycle to offer respectable off-road capabilities without asking customers to make compromises on road riding, tourism and day-to-day practicality. Until then, motorcycles capable of accommodating two persons for a trip in a reasonably comfortable manner were restricted to paved roads. The R80 G/S launched a new breed of machines, the "Reiseenduro" (tourism enduro) bikes, built to conquer all kinds of roads all over the world. Gradually, and through its many evolutions, the GS became a flagship of the BMW range. The audacity of the manufacturer's decision-makers paid off because this model turned out to be very successful; it has been for 40 years and shows no sign of slowing down.





MOTORCYCLE HISTORY

1987 to 1996: Increased capacity was the keyword for the new high-end R 100 GS model. That entirely redesigned GS was to become the most powerful and fastest enduro machine on the market. The Paralever rear suspension replaced the Monolever.

At this point, the GSs were to live long with the introduction of the air- and oil-cooled R 850, R 1100 and R 1150. They were great commercial successes: 117,835 were produced from 1994 to 2005. The Paralever was still at work at the back but there was another innovation up front: the Telelever with a swingarm that allows separate control of the suspension and the front wheel right-left movements.



STREET TRIPLE RS



www.triumph-motorcycles.ca



1100 Champlain Court
Whitby, ON
1 866 475-7111
www.gpbikes.com



FOR THE RIDE

TÉNÉRÉ 700

The all-new Yamaha Ténéré 700 is a lightweight, no-compromise dual sport motorcycle with one of the highest specifications in its class.



CONQUERROAD

**BLACKSTOCK
MOTORSPORTS**

3580 BYERS ROAD

BLACKSTOCK, ON

TEL.: 905 986-4437

WWW.BLACKSTOCKMOTORSPORTS.COM



FOLLOW CYCLE CANADA ON SOCIAL MEDIA!



News, photos, videos and more!



facebook.com/cyclecanada



Channel: Cycle Canada



@cyclecanadamag



pinterest.ca/cyclecanada



@cyclecanada



Neu: BMW R80G/S



Lernen Sie jetzt eine Motorrad-Idee kennen, die viel mehr als einen Wunsch erfüllen kann.

Enduro ist der Name für einen Motorradtyp, BMW R80G/S die Bezeichnung für eine neue Welt des Motorradfahrens. Die neue R 80 G/S bietet etwas als Ganzes in einem Motorrad, was bisher nur in Teilen und in unterschiedlichen Motorradtypen erhältlich war.

Stark für das Abenteuer. Kultiviert, schnell, sicher auf der Straße.
Die BMW R 80 G/S kann viel mehr als eine Enduro. Und sie vermittelt erheblich mehr als nur Freude im Gelände. Die BMW R 80 G/S ist als universell einsetzbares Freizeit-Instrument konstruiert. Mit einer besonderen Technik, die weder dem Vergnügen abseits der Straßen noch dem Vorwärtkommen über große Distanzen Fesseln anlegt. Mit dieser Motorrad-Idee wird die ursprüngliche Form der Mobilität neu belebt. Durch die Abenteuerreise – abseits von den breiten Betonpisten sucht und „erfährt“ man auf Nebenwegen, häufig auch auf unbefestigten, Land und Leute. Und erobert sich Lebensräume, die noch

nicht durch Vorschriften eingeengt sind – und zwar auch zu zweit und mit dem dafür notwendigen Gepäck. Und dazu bietet die BMW R 80 G/S alle Eigenschaften, die ein Motorrad für die alltägliche Freude am Fahren haben muß.

Informieren Sie sich. Starten Sie in ein neues Fahrvergnügen. Machen Sie eine Probefahrt – bei Ihrem BMW Motorrad-Händler.

Mit größter Leichtigkeit in der großen Klasse: BMW R 80 G/S – das leichteste Serienmotorrad der großen Klasse, 300 cm³ 168 km/h 107 kg trocken.

Die BMW R 80 G/S ist für eine „schwere“ Rider revolutionierend leicht. Denn es gibt kein Serienmotorrad dieser Hubraum-Kategorie mit einem so geringen Gewicht. Das Handling der BMW R 80 G/S ist ohne Beispiel.

BMW R 80 G/S. Eine neue Klasse der Fahreigenschaften für große Motorräder. Schon die ersten Kilometer einer Probefahrt demonstrieren überzeugend einen ganzen Entwicklungsschritt bei Fahreigenschaften und Fahrverhalten.

Prämiere: BMW Monolever – Ideal, wenn extreme Anforderungen im Gelände und auf der Straße gestellt werden. So gegensätzliche Forderungen wie beste Geländetauglichkeit auf der einen und beispielhafte Straßenlauffähigkeit auf der anderen Seite machen für die BMW R 80 G/S eine gezielte Optimierung der Motorradführung erforderlich.

Die BMW Lösung: eine völlig neuartige Schwingenkonstruktion – BMW Monolever (Einschlagsschwingen), erstmals bei einer geländetauglichen Serienmaschine eingesetzt und im Spornantrieb bereits bewährt. Das Vorteil: 20% höhere Torsionsfestigkeit, doch 2 kg weniger Gewicht als die Doppelarm-schwinge. Der Monoshock (EinzelFederbein): optimale Abstimmung, ideal auch für harte Gelände.

höhere Torsionsfestigkeit, doch 2 kg weniger Gewicht als die Doppelarm-schwinge. Der Monoshock (EinzelFederbein): optimale Abstimmung, ideal auch für harte Gelände.



Triebwerk: Dieser BMW Boxermotor mit 37 DIN kW (50 PS) zeichnet sich durch eine Summe wesentlicher Verbesserungen aus: gänzlich beschichtete Zylinder mit erheblichen Geschwindigkeitsvorteilen, verbesserten thermischen Bedingungen, weniger Ölverbrauch und hohen Laufleistungen. Optimales Handling durch geringe Massen um die Pleuellstange.

Boxersystem: Gegenüber Enduros hat die BMW R 80 G/S ein phantastisches Bremsverhalten. Der Grund: Eine Feststall-Scheibenbremse vorn mit neuen abgestuften Serienbelag-Belägen: 40% besseres Bremsverhalten gegenüber konventionellen Bremsen.

Kickstarter: Serienmäßig Kickstarter mit großer Übersetzung für leichtes Anfahren. Elektronischer als Sonderausstattung.

Kolbenring: Extrem leichte Kuppelung: erfordert geringe Handkraft, weich und genau dosierbar.

Helix: Neue Spezialreifen mit der Bezeichnung „Enduro“ – gemeinsam mit Motorrad entwickelt – als erste bis 170 km/h zugelassen. Bieten hervorragenden Fahrkomfort, ausgezeichnete Spurtreue und bestes Haftvermögen.

Ergänzt: Aus gehärtetem Leichtmetall. Wettbewerbs-Profil ermöglicht schnellen Reifenwechsel.

Scheinwerfer: R 80 G/S als erstes geländetaugliches Motorrad mit H4-Licht, 140 mm: hohe Sicherheit, besonders bei Nachtfahrten.

Tank: Kein Minikrank unter 10 l, sondern BMW typisch – praxiserprobter 19,5-l-Kraftstofftank. Geringe Reichweite für die Abenteuerreise, wenn nicht an jeder Ecke eine Tankstelle zu finden ist.

Sitzbank: Speziell für den Geländeeinsatz entwickelt, aber durch 600 mm Sitzlänge auch für längere Fahrten mit Sozial geeignet.



BMW – Freude am Fahren



Sie kam, fuhr und siegte.

1. Januar 1981 – Start zur Motorrad-Marathon-Rallye Paris – Dakar: 10.000 gefährdete Kilometer durch den heißen Sand Nordafrikas. Dabei auch drei BMW Werksfahrer auf BMW GS 80 – der Wettbewerbsversion der erfolgreichen Straßen-/Geländemaschine BMW R80 G/S.

Technischer Steckbrief: 40,5 DIN kW (55 PS) aus 798 cm³; Fünf-Gang-Getriebe mit Kickstarter und Kardantrieb. Im Vergleich zur BMW R80G/S verlängerte Federwege und Hinterradaufhängung, etwas größere Hinterrad-Dimension und vergrößerter Tank.

BMW siegt auf der ganzen Linie.

Ziel in Dakar: Von 100 Startern sind nur 25 angekommen. Mit dem ersten, vierten und siebenten Platz hat BMW da-

mit auch den Mannschaftswettbewerb gewonnen.

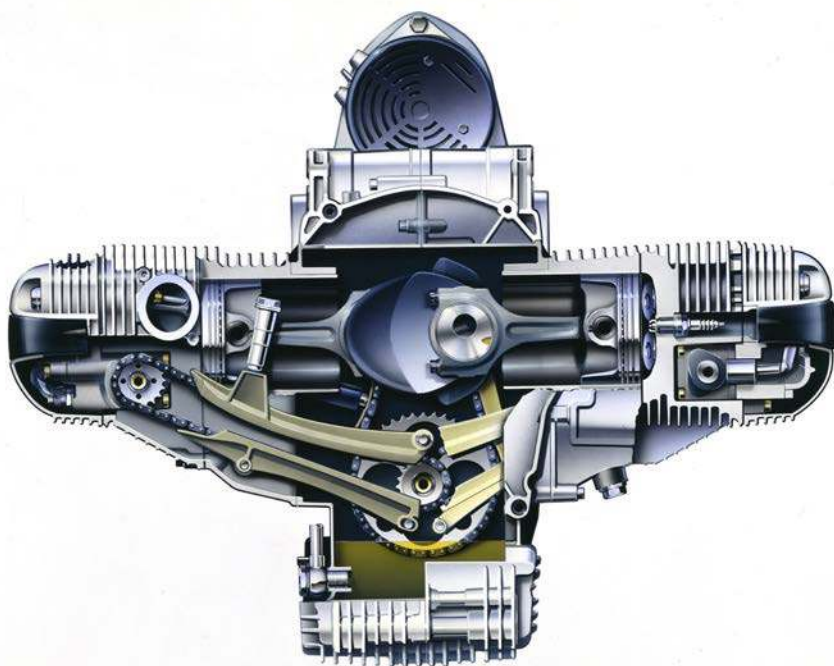
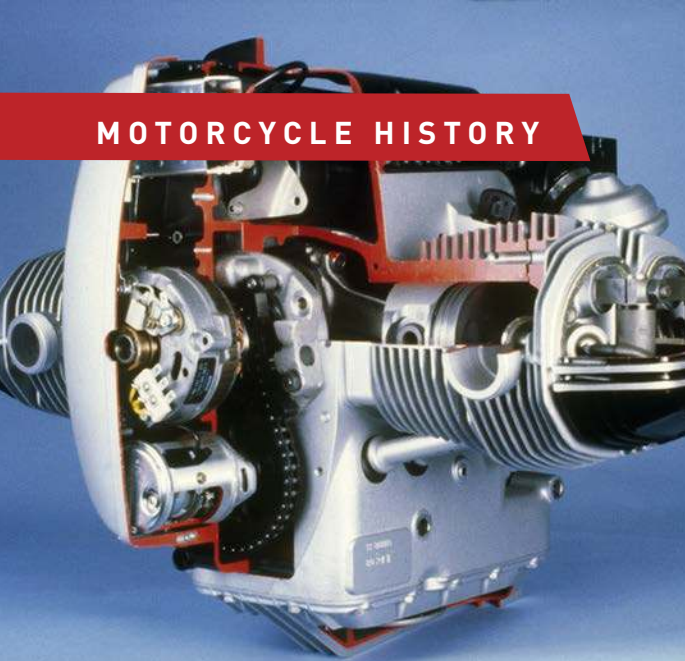
Dieser weitere Triumph reiht sich logisch an die Siege in der Klasse über 750 cm³ bei den Six-Days 1979 und 1980 (Mitgewinner der Silbervase), den Deutschen Geländemeisterschaften 1979 und 1980 sowie bei der Europa-Geländemeisterschaft 1980. Es gibt keinen besseren Beweis für die Überlegenheit der BMW Motorrad-Technologie.



BMW – Freude am Fahren



MOTORCYCLE HISTORY



1994 to 2003: BMW Motorrad keeps moving ahead. Launched in 1994, the R 1100 GS is the first to feature four-valve cylinder heads. Motorcyclists loved it because of its easy off-road riding and exceptional on-road qualities. Then came the 1150 in 2000, and the first Adventure version in 2002 to suit the more extreme travellers. In three years, BMW manufactured 58,000 standard R 1150 GS models, plus 15,000 Adventure versions. From this generation on, the sales numbers of the GSs started skyrocketing in an impressive way.





2000 to 2007: The single-cylinder F 650 and F 650 ST Funduros were great successes, so BMW began introducing revamped versions in 2000. With the F 650 GS and F 650 GS Dakar, newcomers could also enjoy the fun and riding sensations of an enduro bike. This liquid-cooled engine had ample power and was easy to live with on a day-to-day basis. The small GS also inherited the winning genes of its big brother: it was the first to cross the line at the 1999 and 2000 Dakar rallies.

2004 to 2012: Introduced in 2004, the R 1200 GS was 30 kilograms lighter and more powerful. This new generation of GS motorcycles delivered even more dynamic performance on all kinds of roads and terrain. It sold very well: 84,373, a record for the German brand. Since then, BMW has been the reference in that market segment.

To attract serious globetrotters, the R 1200 GS Adventure was launched in 2005. The R 1200 was then fitted with numerous big and small improvements on a regular basis. In 2008, BMW offered Electronic Suspension Adjustment, a system that adjusts suspensions according to the road conditions and can be controlled while riding.

Since 2013: The celebrated GS gets even better. The completely redesigned engine opens up a new era for the R 1200 GS. For the first time, the BMW Motorrad engineers add liquid-cooling to the good old flat twin. Horsepower is up and the general performance is also raised with suspension that improves stability and riding precision.

Here we are now. Forty years later, the GS is not only one of the best-selling BMW models, it is also a model that gave birth to an entirely new motorcycle segment that we now call Adventure Touring. Today the current GS, the R 1250 GS, still seems to reign as the king of its category.

In all, more than 500,000 customers over the world can attest to the fine qualities of the GS models and their one of a kind boxer engine.

BMW G/S AND GS IMPORTANT DATES:

R 80 G/S: 1980 - 1987

R 100 GS: 1988 - 1994

R 1100 GS: 1994 - 1999

R 1150 GS: 2000 - 2003

R 1200 GS: 2004 - 2009

R 1200 GS (double camshaft): 2010 - 2012

R 1200 GS (liquid-cooled): 2013 - 2018

R 1250 GS: 2019 - . . . 





COLLECTING

SANDCAST SPECIAL

Early Honda 750 ignites a collector's passion

By Andrew Dixon

It was the Spring of 1989 when I saw a tiny ad in the classifieds of our local paper in Fredericton, New Brunswick.

COLLECTORS ITEM

1969 Honda 750. Bike is completely original. 3129 actual miles, \$4000 firm. Private sale.

I was 28 years old, recently married, and already a loyal Honda rider, having owned a 1976 moped, a 1973 CB350 twin, and a 1975 CB500T. My ride at that time was a custom-painted 1976 Honda CB750F that I'd purchased in 1979. I rode that bike from the east coast to Windsor, Ontario, the year I bought it, at the tender age of 17. Anyway, I went to look at the bike out of curiosity and discovered that I'd seen it before at the Honda shop where the owner worked in the parts department. I was shocked to hear that he had recently died of a brain aneurism while sitting on his Gold Wing warming it up after work. He was only 32.

The bike was drop-dead beautiful, the price was firm, and no test ride was allowed. You either accepted those conditions or you walked. I didn't really understand the full significance of what this bike really was, but decided I had to have it. I borrowed the whole \$4,000 (thanks to my wife Barb for understanding) and rode it home on my birthday, in July 1989. Shortly thereafter, I got in touch with Cycle Canada and they featured my bike in a "Showcase" article in the Nov/Dec 1989 issue.

I still own my "red '69 sandcast" 30 years later and I've put less than 800 miles on it in all of that time. I've met a lot of serious collectors and restorers of sandcasts over the years, but I've always felt very lucky to have found mine because it is still special for the following reasons:

1969 HONDA CB750 SANDCAST

Frame serial number 1000175, engine serial number 1000263.

Unrestored, original, and in showroom condition, with original red paint.

Very early unstamped original exhaust pipes.

Very early double wrinkle tank (only the first few hundred bikes).

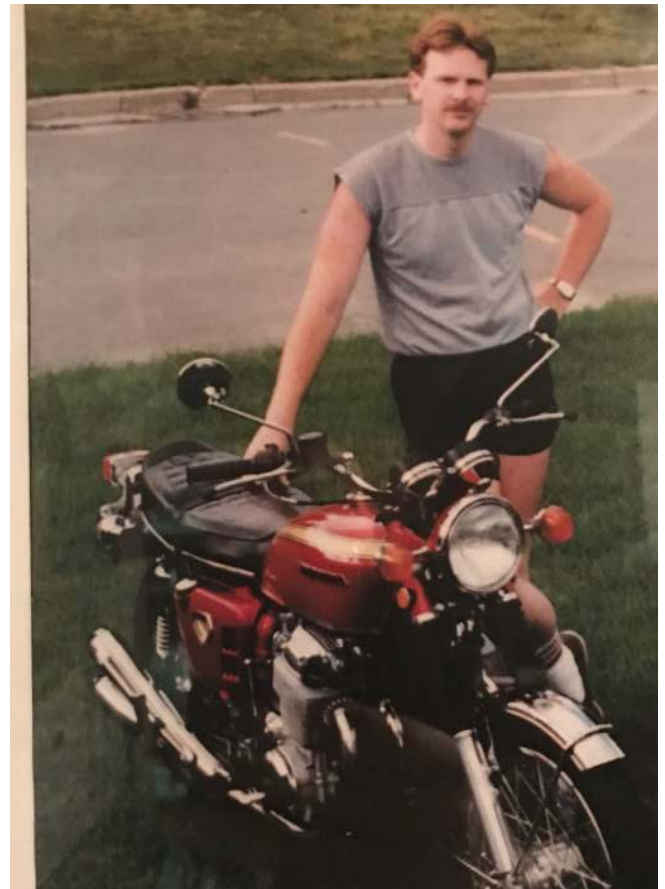
Very early seat and seat pan with fewer holes (only the first few hundred bikes).

Original smaller throttle cable and "028" carb tops.

Kill button with no stop, run, or pointer.

Dunlop Gold Seal tires front and back.

Currently has less than 3900 miles on the odometer.





FULL KNOWN HISTORY AND PROVENANCE.

Sold at Turple Bros. in Red Deer, Alberta, June 26, 1989.

Based on the serial number this bike was made in the first week of production.

Originally purchased by Doug Irwin, who gave the bike to his brother Tom around 1985 when he was coming east to study forestry. Rick bought it from Tom in 1987.

The red sandcast sparked an interest in collecting all things Honda, but unlike some collectors who go for volume, I only ever wanted a small collection of what I considered to be bikes that were significant in Honda's history.

1959 Honda CS76 Dream Sport (Fully restored).

1965 Honda C105T Trail 55 (the last year made; 400 original miles).

1969 Honda CB750 red sandcast (the focus of this article).

1969 Honda CB750 blue sandcast (number 2858, cost \$200 running/rough, currently undergoing full restoration).

1974 Honda ST90 (because everyone needs a cool pit bike).

1976 Honda CB750F (the one I bought in high school and kept).

1979 Honda CBX (red, fast, and in excellent condition).

2017 Honda Gold Wing (because my wife Barb still loves to ride with me).


I also gave Barb a 1981 Yamaha SR185 Exciter many years ago and she still has it.

Being a collector of all things Honda, I also have acquired some other very interesting items over the years, including a huge original “You meet the nicest people on a Honda” dealer banner, lots of original manuals and brochures, early accessory items including leg shields and a leather trunk box for the ‘59 Dream Sport, a Honda factory hat from a dealer conference in Japan in 1964, a first-generation Honda E-40 40 watt generator, and an E-300 300 watt generator, as well as lots of other Honda bits.

My buddy Al Landry was a budding restorer when I met him about 25 years ago, and after he caught the sandcast bug, he found and restored three of them back to showroom condition, so we have a total of five sandcasts in our little city on the east coast.

In 2017, Al and I teamed up with a couple of friends, Peter and Steve, and together we embarked upon the ride of a lifetime, “ROAL,” as we took vintage Hondas from ‘71 to ‘91 and rode around North America, storing the bikes along the route in San Francisco and completing the trip in 2018. We did it “old school” with lots of tools and parts, and despite an anticipated number of mechanical issues, we made the entire 16,000 km trip without paying a penny to a mechanic and performing regular maintenance in hotel parking lots or wherever.

As another “Honda nut” friend said to me many years ago, “I don’t know; if it doesn’t say Honda on the tank, it just doesn’t hold too much interest for me.” The original story about the red 69 sandcast in Cycle Canada back in 1989 said “Dixon, 28, vows to keep it forever.”

It’s 30 years later, and that statement still holds true. I consider myself very fortunate to have acted on that newspaper ad and borrowed the money to buy what my friends all considered an overpriced bike. It’s worth quite a bit more today . . . but I’ll never see the money. 

From mythical to legendary

The KLR's long journey into memory

By Charles-Édouard Carrier

Photos: Kawasaki

After succeeding the KLR600, Kawasaki's KLR650 has been redesigned only once in its 31-year lifetime, in 2008. In the course of its long career, much has been written, a lot of gas has been burned, and many motorcyclists have become world travellers aboard the indomitable KLR. Despite its huge success and the fact that many connoisseurs do not hesitate to call it indestructible, Kawasaki decided to stop the production of the KLR. Here is a post-mortem analysis of the news that came as a surprise to nearly everyone.

KAWASAKI KLR 1987–2018

The year was probably 2010. I had just obtained my motorcycle learner's licence, but I had no motorcycle and no friends around to guide me into making a wise choice for a first bike. There was not much to be found on Facebook at that time, and the most reliable sources

were a few websites, mostly in English. I don't remember how or why, but for some reason I set my mind on the Kawasaki KLR650. But because of different factors that would take too long to explain here, I did not buy a KLR and I ended up with a different machine, from another manufacturer. Still, through all that time, my fascination for this unsophisticated Japanese model never vanished. So when I learned that Kawasaki would stop making the KLR650, I immediately felt I had missed out on something.



BACK TO 1987

Let's go back in time and have a look at what was happening in 1987. Matt Groening was presenting the first Simpsons episodes in *The Tracey Ullman Show*. People were lining up to see *Lethal Weapon* and *Beverly Hills Cop 2* in cinemas. Michael Jackson was signing *Bad* and U2 marked a generation with *The Joshua Tree*. And something big came to America from the Land of the Rising Sun: the Kawasaki KLR650. When it arrived at Canadian dealerships, in 1987, the KLR650 appeared as a technologically advanced machine that would somehow redefine the affordable, simple and reliable Adventure motorcycle segment. In the following years, it has been at the heart of many stories of great trips around the world, U.S. soldiers found it perfect for their missions (though it had to be converted to diesel fuel) and it was even seen on the starting line of the grueling Paris-Dakar race in a version called Tengai ("where the sky ends" in Japanese).

ONE OWNER, SIX KLRS

Marc Chartrand has been riding since he was 15. That adds up to more than 40 years of motorcycling experience, and through that period, he has owned six KLRS. "No matter what other bike I had, I'd always come back to the KLR," he explains. "It's a blue-chip, it is not very powerful, but when you know how to pilot it, you can follow anyone." Amongst

HISTORY LESSON

KAWASAKI KLR



his numerous trips on a KLR, he remembers one in northern Québec. With five other motorcyclists, he went along the railroad tracks to reach the village of Schefferville. They covered 70 kilometres with no road to go from Esker to Schefferville for a visit to the opencast mines. Out of six motorcycles, four were KLRs. “I am certainly fond of that model even if it uses old technology,” he adds. “I’ve had six so far and I would not hesitate to have a seventh one.”

INDESTRUCTIBLE

It may seem too strong a word, but it’s not. The KLR is in that category of motorcycles that can survive practically anything. To prove it, the Fortnine website posted a 16-minute video that became viral where they tested the legendary sturdiness of the KLR. In fact, they tortured it: they drowned it in a lake, they forced it to fly, they dropped it intentionally, they had it pull heavy objects, they threw it into collisions, they rode it in the cold. Nothing short of an explosion (untried) seemed likely to stop it.

Jean-Philippe Imbeault, sales director at Nadon Sport in Saint-Eustache, Québec, covered more than 50,000 kilometres on his KLR. He rode to Mexico and to the western and northern parts of the country many times. “It is a very versatile and agile motorcycle, with a hard-to-beat quality-price ratio,” he says. “It has a good fuel range, and the suspension travel is impressive for a motorcycle in that price category. It won’t be produced anymore and that makes us sad. It was indeed an indestructible model.”



DR. GREGORY W. FRAZIER MOTORCYCLE ADVENTURES

American adventurer and author Gregory W. Frazier is the first motorcyclist who went around the world four times. In a little over four decades, he is said to have ridden more than 1.6 million kilometres on a motorcycle. He wrote 15 books about his adventures and he appeared in various movies and documentary series on motorcycles. For his last trip around the globe, in 2000, he chose a Kawasaki KLR650. Ten years ago or so, he gave this bike to the National Motorcycle Museum in Iowa.


HISTORY LESSON

KAWASAKI KLR

WHAT'S NEXT?

The KLR650 has been manufactured for more 30 years, but it did not evolve much technologically during those years. Nowadays, manufacturers are proud to offer traction control, different riding modes, heated grips and various other goodies. With its basic approach, the KLR clashed, and the gap gradually widened between it and other models in the same category. People had hopes that Kawasaki would replace the carburetor with an injection system, and maybe add antilock brakes. They were not asking for much, but that did not happen. And finally, the KLR disappeared the same way it was launched: in a simple no-frills manner. This machine had an engine, two wheels, and a lot of guts.

With no more KLR650 in Kawasaki's product list, does that mean that the manufacturer is leaving the segment of Adventure motorcycles, those bikes that are comfortable on the pavement as well as on dirt roads? Not necessarily. With a few modifications, the Versys could perhaps pick up the torch. But even if that one gets replaced some day, many motorcyclists will consider that the KLR deserves to enter the ranks of legends, a legend that they have seen rise and fall.

Even as the KLR went around the world thousands of times, it always kept its wheels firmly planted in the '80s, for better or for worse. And that is probably why, suddenly, people are all after the older models. Who wouldn't like to have a piece of history in his garage? 



CYCLE CANADA

IT'S ALSO A WEBSITE!



News, tests and features,
photos, videos, and more!

Subscribe online!

WWW.CYCLECANADAWEB.COM



PRESS LAUNCH

2020 HARLEY-DAVIDSON LOW RIDER S



RIPPED FROM THE PAST

UPDATED LOW RIDER A BLAST TO RIDE

By Jean Paré

Photos: Harley-Davidson Canada

The 2020 Low Rider S is undoubtedly the most powerful and sporty Low Rider since the introduction of this model in 1977. The first S version was launched in 2016 with a Twin Cam 110 Screamin' Eagle engine in a Dyna chassis. For 2020 we get a totally new Low Rider S.

San Diego, California. As part of its 2020 new-model launch, Harley-Davidson kept a special place for the new Low Rider S. The nostalgists who were in love with the Dyna line, dropped in 2016, will be happy to see this model that seems to arrive directly from the 1970s and 1980s. But under this old-time look is an updated machine built around a Softail chassis; that means way better performance and a more classic look than the old Dynas with their vintage twin rear shocks.

Personally, I was not too crazy about the Dyna because of its limited comfort and handling, especially for a tall guy like me; I would feel sore after only a few hours' riding. So I was hoping for a totally different experience under the warm San Diego sun.

SAME GOOD LOOKS

Visually, nothing has changed, really; it's as if time no longer existed. The Low Rider S is perfectly aligned with its own tradition: sporty riding position, short raised handlebars, mini-fairing around the headlight, solo seat and a big gas tank with instruments on top.

PRESS LAUNCH

2020 HARLEY-DAVIDSON LOW RIDER S



On closer look, the most visible changes are the flat air filter box instead of the big conical filter, and the monoshock under the seat instead of the dual shocks.

The dark finish gives the bike a cool badass style. Black paint replaces the chrome and black is all over the place: engine, transmission cover, intake manifold, mufflers, fork, bars, instrument console, etc. The final result is really nice. The shape of the LED tail light is a reminder of the '70s when Harley was controlled by AMF, a dark phase in the history of the American company especially in terms of reliability: at that time you'd better have a good toolbox with you when leaving home! The Radiate Dark Bronze wheels add a nice final touch.

ON THE ROAD

The sun is shining and the weather is fine, so let's go! I sit on the Low Rider S and I know right away that this is going to be a fun day. First, because ergonomics and riding position are improved: the seat is low and comfortable, the higher bars are nicely positioned and the footpegs are closer to the centre, instead of way forward. Plus, the inverted fork makes the steering more reactive and the rake has been reduced from 30 to 28 degrees in order to make the machine more nimble and responsive. This is clearly a more sport-oriented Low Rider.



PRESS LAUNCH

2020 HARLEY-DAVIDSON LOW RIDER S

To go along with a more sporty motorcycle, you do need good brakes! Up front, there are two 300 mm discs to improve braking power. ABS is standard on the S, and it should be on all models, in my opinion. The Low Rider S rolls on high performance Michelin Scorchers 31 tires. The 19-inch front wheel keeps the bike surprisingly manoeuvrable.

At the heart of the Low Rider S is the Milwaukee-Eight 114 V-twin. This 1868 cc engine is the biggest that can be installed by Harley on a Softail chassis. It is powerful and the balance shaft absorbs enough vibrations to make the ride enjoyable without compromising the riding sensations: a Harley is a Harley, after all!

Right from the start, you feel the power of this motorcycle, and its weight. Surprisingly enough, it feels heavier than it looks at stoplights. The mufflers produce a nice deep sound that gets even better as you twist the throttle further! After a short while, I get a *déjà vu* feeling: it has much in common with the Fat Bob, and I like that. Of all the Softails, the Low Rider S is certainly the most agile. In the California twisties, it is very solid, and the bike's much more sporty and aggressive character comes out. The repositioned footpegs allow you to dive into curves with a lot more confidence and the lean angle is improved. Acceleration is brisk, the tires stick to the ground and the brakes are efficient. I can tell you that I used them a lot during that day! The all-day riding position is surprisingly comfortable, though I must say it is somewhat squeezed for a pilot 6-feet tall or more; my legs got cramped because my knees were bent too tight.





PRESS LAUNCH


2020 HARLEY-DAVIDSON LOW RIDER S





I have never been a fan of the Dyna models, so I was a bit apprehensive because this Low Rider does look like a Dyna! But it behaves very nicely on the road; the Softail chassis and suspension make all the difference. It is a lot more comfortable, manoeuvrable and agile, and much sportier; it was almost fine for me.

VERDICT

I do not see what's the utility of the cowl around the headlight, besides looks; as for wind protection, it's no big deal. What's more, the finish inside the cowl could be better; I think it should be used to house the instruments instead of having them on the gas tank. Taking your eyes off the road to look down at instruments is not a good idea. Would I buy one? Personally, no, because I feel that the price is too high for this type of motorcycle. But I think that the Dyna nostalgists are going to fall in love with this new Low Rider S. It has the same looks but it is much better, and it delivers strong riding sensations: where a Dyna would let you down, the Low Rider S will surprise you! 

“The look of the new Low Rider S is really rooted in the legacy of the Low Rider models of the 1980s, that have a devoted following which has spread worldwide from origins in Southern California, and in the recent Dyna-based Low Rider S model. We’ve applied that coastal style and performance-first attitude to the Softail chassis to create a Low Rider S that’s more powerful and agile than ever, with a heavy dose of tough-as-nails attitude.”

—Brad Richards, Harley-Davidson Vice President of Styling & Design

PRESS LAUNCH

2020 HARLEY-DAVIDSON LOW RIDER S



SPECIFICATIONS

ENGINE	Milwaukee-Eight 114, air-cooled V-2
DISPLACEMENT	1,868 cc
HORSEPOWER (CLAIMED)	93.8 hp @ 5,000 rpm
TORQUE (CLAIMED)	161 Nm @ 3,500 rpm
FUEL DELIVERY	electronic injection
FINAL DRIVE	belt
TRANSMISSION	6-speed
REAR TIRE	180/70B16,77H,BW
FRONT TIRE	110/90B19,62H,BW
FRONT SUSPENSION	inverted fork, Showa 43 mm
REAR SUSPENSION	monoshock, Showa
FRONT BRAKE	two 300 mm discs, 4-piston calipers, ABS
REAR BRAKE	260 mm disc, 2 floating pistons caliper, ABS
EXHAUST	2 in 2, offset silencers with integrated catalytic converter
SEAT HEIGHT	690 mm
WEIGHT	295 kg
FUEL CAPACITY	18.9 L
PRICE	\$23,599

READERS PHOTOS

The photo was taken with my iPhone 8, in Winnipeg, by my wife, in July, 2019.

Jay Goldstein
Winnipeg, MB



Subscribe to **CYCLE CANADA**

8\$ 1 YEAR
8 ISSUES

16\$ 2 YEARS
16 ISSUES



Subscribe here

FIRST PERSON

ROBYN LANDERS, WATERLOO, ONTARIO

In the spring of 1986 my best friend from university and I planned a summer motorcycle tour through the Atlantic provinces. Shawn and I played in a band together, and we were both fans of Kim Mitchell and his band, Max Webster. We called the tour our Universal Juveniles Big Best Summer of A Million Vacations, drawing from a few Kim/Max song titles.

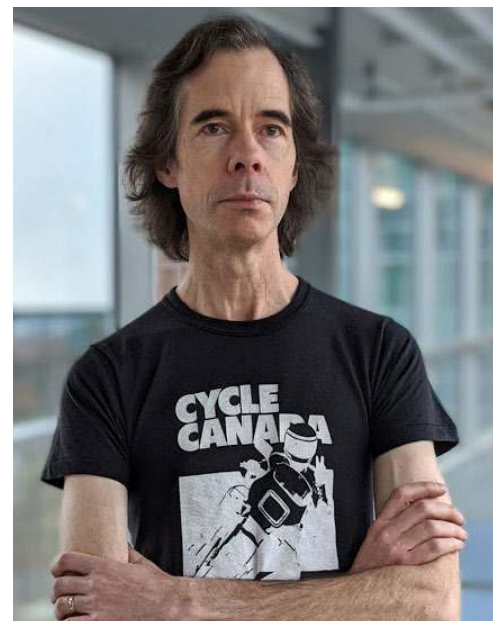
Leaving from Waterloo, Ontario, in late June, our first day on the road began with the inevitable slog down the 401 until we diverted to the relaxing Thousand Islands Parkway. We spent the night spooked by moon voices outside the tent at the Ivy Lea campground.

Shawn's black and gold Yamaha Midnight Maxim 750 cruiser and my candy wineberry red '83 Honda V45 Sabre were laden with soft luggage and camping gear. Shawn liked to ride in town, looking for people he'd like to know, and would slow down for curves. I preferred to get out of town in search of good roads, and would speed up for curves. But we generally maintained an agreeable itinerary and pace.

We hit all the popular spots you'd expect down East: Grand Falls, N.B.; the world's longest covered bridge in Hartland; the reversing rapids in Saint John; the tidal bore at Moncton; and Flowerpot Rocks near Hopewell.

Rain did not spare us its malevolence. We shrouded ourselves in rainsuits upon docking in PEI. Shawn adopted his mantra of "follow the blue" (any little hint of clear sky) as we rode inland, red mud splashing the undercarriage while raindrops popcorned on our helmets. We had not booked accommodations in advance, and through town after town we found no open motels or restaurants. When we finally found a spot for the night, for some reason (long-hair dudes in soaking gear, I suppose) we received the bonus treatment of a \$50 damage deposit.

Fortune smiled on us the next day with paradise skies over Cavendish Beach and the discovery of a bar that was holding an air band competition that night. We had won such a competition at university, performing to Max Webster's "The Party," so we were determined to enter this one too. We struck up a conversation with some young toughs hanging around the place, and one took us to his car where we rummaged through his collection of cassettes looking for something we could use. We found a Prism tape and chose "Spaceship Superstar," and in our motel room, we laughed ourselves silly miming guitar solos. We did not win the competition but we did receive acclaim as a couple of good-sport tourists.



Reader's Photos

Send us your most beautiful photo (in high resolution) featuring a motorcycle and it could be published in *Cycle Canada*!

Let us know:

- Where the photo was taken
- The date of the photo
- The photo credit
- The type of camera

[Click here to submit a photo](#)




Cycle Canada



After some sight-seeing in Charlottetown we rode to Cape Breton, where we enjoyed the fabulous Alexander Graham Bell museum in Baddeck before chasing the grail of the Cabot Trail. The weather was glorious, with the famed scenery competing for our attention as much as the serpentine road. Conferring after completing our first lap, we split up to pursue our respective inclinations. Shawn heeded sun voices calling him to the beach at Black Brook Cove while I rode back and forth over the Smoky Mountain section that you see in all the photographs, the Sabre's electrically smooth V4 spinning sublimely at 8,000 rpm in middle gears.

On the return leg of our journey we hit more highlights including the Halifax citadel and Peggy's Cove. Our route took us through Vermont and New York State, destinations that would become favourites of mine in subsequent years. The Sabre spent the last few hundred kilometres on the 401 gently swaying as it pivoted from edge to edge on a badly squared-off rear tire. A Corbin seat and Works Performance shock were future upgrades that improved the bike's comfort and handling. Really wish I had done that sooner.

We returned home still the best of friends after a splendid trip. Shawn later sold his Midnight Maxim and moved to Vancouver, and hasn't returned to motorcycling. I remained faithful to the Honda V4, acquiring a '93 VFR750F ("Snow White") in 1995 that I've had ever since, and administering the Ontario VFR Club. I've had many enjoyable riding seasons over the last 30-odd years, but that first tour in 1986 surely made it the big best summer. 

First Person is dedicated to readers of Cycle Canada. Tell us about a motorcycle trip, tale, or experience that you won't soon forget. Contributors will be granted a free 3-year subscription to the magazine. Send 1,000 words and a photograph to cyclecanada@editionsjeanrobert.com.



NEW
K6



1.220 gr



VIDEO
AVAILABLE

AVAILABLE AT YOUR LOCAL
MOTORCYCLE DEALER

Follow us on social media.



Distributed exclusively by :

THIBAUT IMPORTATIONS

2021

TÉNÉRÉ 700

/// YOUR NEXT HORIZON IS HERE

RALLY-BRED DESIGN | ADVENTURE-READY SUSPENSION | LEGENDARY YAMAHA RELIABILITY
THE ONLY LIMIT IS WITHIN YOUR IMAGINATION.



YAMAHA

Revs Your Heart